

## MORNING APPEAL.

FRIDAY, DECEMBER 7

### OUR WESTERN LINE.

The party sent out by the Superintendent of the United Coast Survey to resurvey the boundary between California and Nevada have finished the work and established a line from Lake Tahoe southeasterly to the Colorado river as far as the summit of the White Mountains, a distance of about 115 miles.

The party which consisted of C. H. Sinclair and W. B. Fairchild, assistants United Coast and Goodrich Survey; A. W. Gableback and N. F. Drake of the Stanford University; J. H. Murrill, topographer and magnetic surveyor; Gustav Heyman, Louis Ewerson, R. Beyer, E. E. Greer, Steve Daubenspeck and Martin Kelly, who went into the field about the 1st of July and after a delay of nearly a month, caused by the railway strike, began operations at the southeast end of Lake Tahoe.

The boundary line, as defined, is coincident with the 120th meridian down to its intersection with the 39th parallel of latitude, a point which happens to fall within the waters of the lake, whence it runs at an obtuse angle to the Colorado river, at the 36th parallel, thus leaving the southern end also in the water. The first task of the expedition was to fix a point beyond the borders of Lake Tahoe which should lie on the required line, for a starting point, and to ascertain a similar point on dry land at the other end, toward which to work, the triangulation proceeding southeasterly from the former station.

In the course of the preliminary observations and charting at the Lake Tahoe end, the engineers discovered the marks indicating the boundary as laid down by the surveying party of 1873 under the direction of Colonel A. W. Von Schmidt. These had been well preserved by reason of the dry climate, and the old line was found to be about one-third of a mile over into Nevada at this point. About fifty-five miles farther to the southeast the line as run by the present survey crosses the old line, and at the end of the 115 miles the divergence toward the California side is likewise to be found to be about one-third of a mile. Thus, so far as the work has gone, the loss and gain of territory to either State very closely counterbalances each other, a triangular strip fifty-five miles long with a base one-third of a mile being taken from California, while a similar strip sixty miles long with a base one-third of a mile is taken from Nevada.

The labors of the expedition were greatly aggravated by the character of the country through which the work had to be exercised. It was at all times difficult to find suitable stations situated on the boundary line in sight of each other, and the party hardly ever had the advantage of a station commanding more than one other point. Under the circumstances of the survey, it was necessary to carry out a system of triangulation alongside the boundary, including an enormous number of separate triangles. The limit of probable error for the whole line when completed will, nevertheless, be only a matter of a few inches.

### EDITORIAL NOTES.

The free coinage sentiment for free coinage is making great strides in Michigan. A meeting was held in Detroit the other day, which is but the prelude to a more gigantic meeting in the future.

It is reported that in case the engineers and firemen threaten to strike on account of the recent reduction of wages on the S. P. company, the strikers will offer their services.

This is a retaliation of the refusal of the engineers to join in the strike last summer.

Editor Krauth of the Alameda Encinal, takes the Appeal to task for alluding to the members of the California Press Association who are coming here this month, as "The press gang." We never heard of any one taking exceptions to this peculiar way of speaking of editors, and while tendering our apologies to the Encinal we will state by way of explanation that we feel on rather familiar terms with the California Press Association as we assisted in organizing it and are still an honorary member.

Some few Republicans in Custer county claim that their party is for silver. Read the record of that party on this vital question in the last congress:

Populists for silver, 100 per cent. Democrats for silver, 55 per cent. Republicans for silver, 10 per cent.

Oh, yes; the Republicans with John Sherman are for silver; they want it to remain where it is—in the ground. Don't be put off the Populist platform by the tariff and flat money cry.—Silver Messenger.

"Old Snarlow" is a pet name the Silver State applies to the Gazette. We will say right here and now that the Silver party of Nevada neither has our respect, admiration nor confidence.—Gazette.

If the Silver party of this State hasn't the respect or confidence of the Gazette we would advise the Central Committee to call a meeting at once and disband the party. The confidence and respect of the Gazette is something very hard to get—unless you pay for it in advance. We can get along however, without the confidence and respect of the paper and will be very well satisfied as long as the pesky little sheet don't give us its support.

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## THE SOUTHERN PACIFIC COMPANY.

Commencing Saturday Nov. 24 1894, and until further notice, trains will leave Reno as follows: 8:25 a.m. Daily Atlantic Express, trains for Winnemucca, Battle Mountain, Paisdale, Ogden and East. Carries only first-class passengers through and local dining car to Ogden.

4:30 p. m. Daily Pacific Express train for Truckee, Sacramento, Bakersfield and San Francisco, arriving at 6:15 a.m. Connecting at Sacramento at 10:25 a.m. with the New Orleans Express for Fresno, Santa Barbara, Los Angeles, San Diego, also at 2:10 p.m. for Woodland and Knights Landing.

9:35 p. m. Daily Atlantic Express for Winnemucca, Battle Mountain, Paisdale, Ogden and East. Carries first and second-class passengers local and through.

8:25 p. m. Daily Pacific Express train for Roseville, Juniper, Sacramento, and San Francisco via Marysville, arriving at 9:45 a. m. Connects at Sacramento with train leaving at 10:25 a.m. for Stockton, Lathrop, San Jose, San Francisco, Fresno, Los Angeles, San Diego, and East, via New Orleans; at 10:30 a.m. for Williams, Willows and Redding; at 3:05 p. m. for Red Bluff and at 7:30 p. m. for Marysville, Chico, Redding, Portland and Puget Sound points.

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